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west of London, $5\frac{1}{2}^{\circ}$ of Falmouth, and at least 1° further west than Finisterre; and "sailing packets," says Mr. Cubitt, the eminent engineer, "can always take their departure from Valentia, with any wind, when they could not get out of the English and Irish Channels." A good map will explain this much better than the most minute description. The line from Kingstown to Valentia is about 200 miles in length; and the expense of construction is estimated by Mr. Pim at £15,000 a mile, or three millions; of which it is proposed, one million should be granted, another lent by government; and the third raised by subscription. The loan to be repaid by instalments before the profits amount to £10 per cent. Mr. Vignoles states—"It is a perfectly practicable line, much less difficult than that between London and Liverpool." The same gentleman divides the proposed road into four sections: 1. Dublin to Maryborough—60 miles. 2. To near Cahir, where it would intersect the Waterford and Limerick railway*—40 miles. 3. To some point, not yet fixed, near the Dromagh collieries, on the borders of Cork and Kerry—50 miles. 4. Near Killarney to Valentia—50 miles. This line is most favourably situated, as the route to Dublin from all places—from Galway round to Waterford. It passes through a fertile corn country, populous, and thick with busy towns. This road is preferred by the engineers, Messrs. Vignoles, Griffith, and Cubitt.

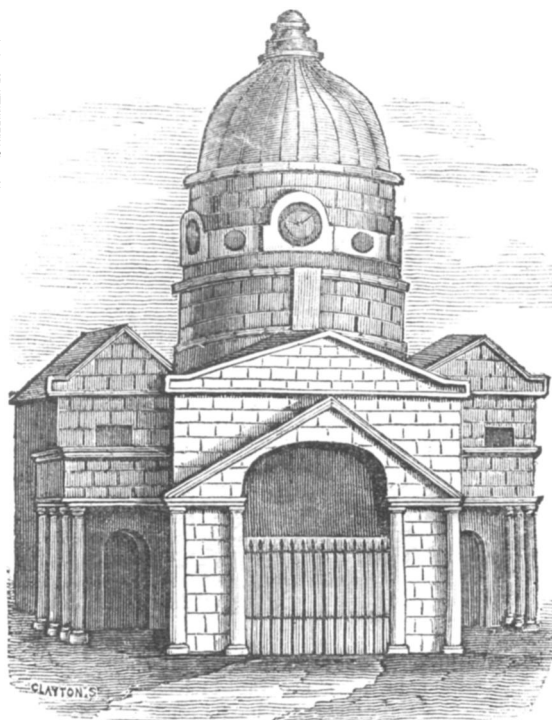
Blacksod Bay is situated at the north west of the county of Mayo, and is formed by a projection of the land, which doubles along the shore, somewhat like the letter T. On the north side of the isthmus is Broadhaven, which it is proposed to unite with Blacksod, by cutting a canal and basin through the separating tongue of land, which is but 600 feet wide. Steam vessels can at all times leave this port. Mr. Bald, an eminent engineer, recommends the adoption of this line; and states its advantages to consist in the level nature of the country from Dublin, and its shortness, compared with Valentia, (about forty miles less,) the "seaward" and projecting position of the harbour, affording facilities for the safe entrance and exit of ships. At the south of the mouth of the bay, rises Achill head, to the height of 2254 feet, which can be seen fifty-eight miles at sea, forming a most conspicuous landmark. The expense is estimated at £10,000 a mile, or two millions.

The line to Galway is much shorter than either of the others, the distance from Dublin, in a straight line, being ninety-seven geographical miles, according to Mr. Bald; and from Dublin to Blacksod, 162. The direction of the Galway road is due west. It is proposed that it should be extended along the shore to Westport. The Knight of Kerry suggests three roads to Valentia—one from Belfast, another from Dublin, and a third from Waterford; and does not think that the construction of that from Waterford, would preclude the necessity of either of the others. The two first would serve for the manufacturing interests of Scotland and England; while along the third would pass the intercourse from London and the Continent.

The distance from London to Valentia, by Waterford, is about 496 miles; by Dublin, 537; Waterford to Valentia, 140; Dublin to Valentia, 207.

We should have observed that the country through which the Blacksod and Galway lines would pass, is not so rich or fertile as that in the course of the Valentia road; moreover, the tract from Dublin to the Shannon already enjoys the advantages of an extensive canal navigation. Viewing these projects, then, only as they relate to Ireland, it is evident that the south-western road would open more of new ground, and of yet untried sources of revenue. We, however, have little doubt of the success of any railway constructed in Ireland, without a rival road too near, particularly such as connect the rising towns of the interior with the eastern ports. But a railway to a western harbour, establishing, across Ireland, the communication between Europe and America, must be

prosperous; and we, therefore, heartily agree with Mr. Pim, who speaks as follows: "I cannot imagine any project which has so many and such strong claims for the support of every person who wishes well to Ireland: there are features of peculiar interest, which I never heard of in any other public undertaking." C. E. S.



MARKET-HOUSE OF DUNLAVIN,
COUNTY OF WICKLOW.

This building is remarkable for the classical elegance of its architecture, and the commanding situation on which it is built. It was erected, at the close of the sixteenth century, by Robert Tynte, whose family were the proprietors of a large district surrounding the town, a part of which his descendants are still in possession of. The building is constructed of mountain granite, very neatly cut.

On account of the neglected state in which this edifice was suffered to remain, it was falling fast to decay; and might soon be numbered amongst the many ruins of our country, were it not for the good feelings of Lady Tynte Calwell, who, with a praiseworthy anxiety to preserve such a rare structure from ruin, expended £500, during the past year, in having it beautifully and permanently repaired, under the superintendence of Mr. Mark Cross, of Athy. It has been justly remarked, that of the very few of our interesting buildings attempted to be restored, the greater part are only disfigured by the depraved taste of those who undertake the task—a task difficult even to men of the highest attainments in their profession; in the case before us, however, Mr. Cross has left a lasting example of good taste, and well-directed judgment, inasmuch as he has adhered with the greatest precision to the original design of the building.

The bell attached to the Market-house clock, has been made the subject of many a legendary tale in the neighbouring country. It has a fine tone, and bears on the rim the following inscription:—

EST CONVENTVS. S. DOMICI. KILKENÆ ANNO 1047.*

We shall probably, in a future number, have occasion to notice some of the antiquities of Dunlavin, with its principal historical events. ENNA.

* A Company for this road was incorporated by Act of Parliament two years ago; but nothing has since been done, though there is not a more favourable line in Ireland.

* The second figure in the date is read by some as 6, by others as 0.